

Chief, St/I/R

12 May 1955

THRU : Chief, D/S

Chief, S/TR

Economic Requirements for OGI Periodic Requirements List for the Months
1 June 1955 - 30 September 1955 -- FAR EAST, ORR 5982

REFERENCE: Your Memo, Same Subject, 11 April 1955

Communist China

14 and 15 — Also, we urgently need data on % of locomotive and car parks (1) laid up in reserve; (2) laid up for repair, and also need car numbers by car type and size (i.e., number of 50 ton gondolas, etc.) In addition, we need traffic statistics, showing volume of freight traffic in total and by commodity, either on national or regional scale; number of cars loaded per day; average turnaround time from one loading to the next, including any time taken in moving the empty car; degree to which track and car capacity now utilized, etc.

20 — Need this, but also add timber and cement.

14 — Port Bayard line (South), Foochow line.

16 — Size of truck park -- increases.

24 — Southeast Asia,

Indochina

11. — Soviet influence.

14 — Hanoi/Vinh (to South).

22 — Evidence of military stockpiling, especially ^{Viet Minh} _{in Viet Nam.} ⁱⁿ _{South or West}

Burma

Current utility of water transport (sea and river) to Burmese economic and military operations. Any measure of capability in terms of cargo lift in a given period or TKM performance in a given period?

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WATER TRANSPORT

Communist China

1. Expand question 24 to include specific goals for water transport.
2. Current data on inventory by type of vessel and area of operation (geographic area or administrative region). Individual vessel listings are not necessary or advisable because of possible duplication; summary data are sufficient.
3. Current data on nature and volume of cargo carried (in ton or TKN) by area as in 2, above.
4. In what areas are water transport goals not being met? Are goals realistic? ~~What~~ are they not being met?
Why

Nationalist China

1. Current data on nature and volume of trade with Communist China. How is it now carried on? From/to where?

Indochina

1. Current utility of water transport (sea and river) to Indochina's economic and military operations. Any measure of capability in terms of cargo lift in a given period or TKN performance in a given period?

Indonesia

Bloc

1. Current data on nature and volume of trade with Indonesia. How is it now carried on? From/to where? (Note: This question is directed more specifically to sea transport than is No. 3 under Indonesia)

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WATER TRANSPORT (cont'd)

Malaya

1. Current data on nature and volume of trade with Communist China. How is it now carried on? From/to where?

Philippines

1. Current data on nature and volume of trade with Communist China. How is it now carried on? From/to where? (This is apart from Question 2 in the section.)

North Korea

1. Under 3.a., it is requested that current data on foreign trade be expanded to categorize rail, water and highway traffic.

South Korea

1. Current data on nature and volume of trade with Communist China. How is it now carried on? From/to where?

Thailand

1. Under 7, expand to include overt trade moving via water.
2. Current utility of water transport (sea and river) to Thailand's economic and military operations. Any measure of capability in terms of cargo lift in a given period or TKM performance in a given period.

CIVIL AVIATION

Communist China

1. Any indication of standardization on new types of transport aircraft?
2. Any information on air freight shipments of goods -- details of cargo shipped.
3. Any information on training of air personnel -- numbers trained in pilot, ground and administrative categories.

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CIVIL AVIATION, Communist China, Cont'd

4. Any inventory figures for civil aviation. Also cost of the operation to the Chinese Communists.

5. Evidences of integration of civil aviation services into the Bloc air networks.

North Korea

1. Any details of civil aviation operation in North Korea, either of Soko or Aeroflot connections from Dairen to Pyongyang.

Other requirements

1. Any movement of freight or personnel to railroad construction projects in the Far East.

Communist

2. Indications of the volume and character of traffic on the new Trans-Mongolian line, also distance between sidings.

3. Any indications of a freight car shortage or poor utilization of rolling stock at Vladivostok, Grodekovo, Otpor, or Nakhodka.

4. The current consist and tonnage of freight transhipped at Vladivostok or Nakhodka destined for China through Grodekovo. Nationality of vessels from which this freight is taken and name of vessel where possible.

5. Any evidence of construction or expansion of transhipment facilities, or any indications of current or anticipated capacity of the Grodekovo-Pogranichnaya and Otpor-Manchouli transloading complexes. Recent photography is of great value.

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